

BookletChart™

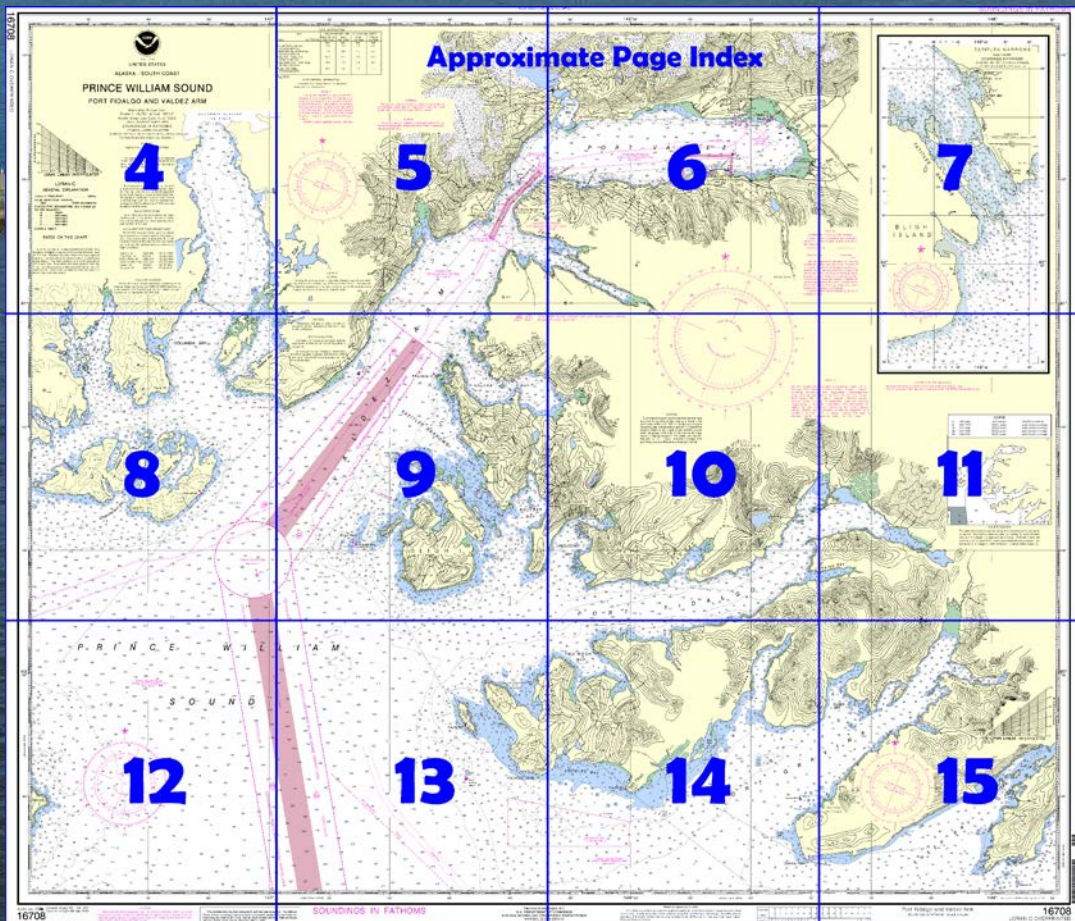


Prince William Sound – Port Fidalgo and Valdez Arm **NOAA Chart 16708**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16708>.



(Selected Excerpts from Coast Pilot)

Valdez Narrows is about 0.8 mile wide, with deep water and bold shores. **Middle Rock**, near the middle of the N end of the narrows and marked by a light, is a pinnacle barely covered at extreme high tides. A shoal, W of the light, extends E from the mainland about 0.3 mile. The shoal consists of a rock covered 3 feet at the inner end, a 2½-fathom depth at the outer end, and a wooded islet in between. The tidal currents in the narrows are too weak and variable to

be predicted, however, it is reported that deep-draft tankers maneuvering at the regulated low speed of 6 knots will be affected

appreciably by the currents. Speed adjustments may be necessary to lessen the effect of the currents on deep-draft vessels.

Entrance Point, 1 mile N of Jack Bay on the E side of Valdez Narrows, and **Potato Point**, on the W side of the narrows, are marked by lights. **Entrance Island**, 1.2 mile E of Middle Rock, is marked by a light. **Port Valdez** is the designation given the body of water extending from Valdez Narrows to the head of the bay.

Valdez Marine Terminal is on the S side of Port Valdez between Jackson Point and **Saw Island**, 0.8 mile to the W. It is the terminus of the Trans-Alaska Pipeline which carries crude oil S from Prudhoe Bay on the Arctic Ocean. The terminal and adjacent waters are within a **Safety Zone**. (See **165.1 through 165.8, 165.20, 165.23, and 165.1701**, chapter 2, for limits and regulations.)

Valdez is on the N shore of Port Valdez about 2 miles from its head. It is at the S end of **Richardson Highway**, which connects with Fairbanks 374 miles N, Anchorage 308 miles W, and Seward 434 miles SW. Open all year, the highway also links with the **Alaska Highway**.

The town of Valdez was formerly at the head of Port Valdez, but was relocated to its present site due to the extensive damage it suffered from the March 1964 earthquake. It is an important gateway to interior Alaska and is the northern most ice-free port in the Western Hemisphere. It serves as the southern terminus for the Trans-Alaska Pipeline, which provides 25% of all U.S. oil. It also has a commercial fishing fleet, and popular for tour and excursion boats.

Channels.—The approach to Valdez is deep and clear of dangers once through Valdez Narrows.

Anchorage.—There are no safe anchorages at Valdez due to the foul ground and high winds that prevail from the W during the afternoons of the summer season. Convenient anchorages in the approaches to Valdez Arm and Port Valdez have been described.

For limits and regulations of Special Anchorage Areas, see Orca Bay, earlier in this chapter and **\$110.1** and **\$110.233**, chapter 2.

Currents.—The tidal currents are too weak and variable to be predicted. In 1966, however, it was observed that noticeable currents from the Robe River discharging into the SE end of Port Valdez are created at times of low and high stages of the tide. This current affects the area of the Old Valdez waterfront. The current sets 000° with a maximum observed velocity of 2 to 3 knots flowing perpendicular to the ruins of the piers at Old Valdez.

In 1979, it was reported that the surface currents in Port Valdez had a maximum velocity of 0.5 to 1.0 knot.

Pilotage, Valdez.—Pilotage, except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Pilots for Prince William Sound are available from the Southwest Alaska Pilots Association. (See **Pilotage, General** (indexed), chapter 3, for the pilot pickup station and other details.)

The Valdez pilot station is the "EMERALD ISLAND"; 91 feet long with black hull, white house. "EMERALD ISLAND" monitors VHF-FM channels 16 and 13, 24 hours daily. Contact the vessel directly. The Valdez pilot boats include: the "COLUMBIA", a 61-foot aluminum boat; the "SILVER BULLET", a 31-foot aluminum launch; and the "BARANOF II", a 43-foot trawler with a red hull and white house. All have the word Pilot forward. Vessels picking up a pilot should maintain a speed of about 8 to 10 knots and have the pilot ladder 5 feet above the water. The pilot boat displays the appropriate day and night signals when on duty.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

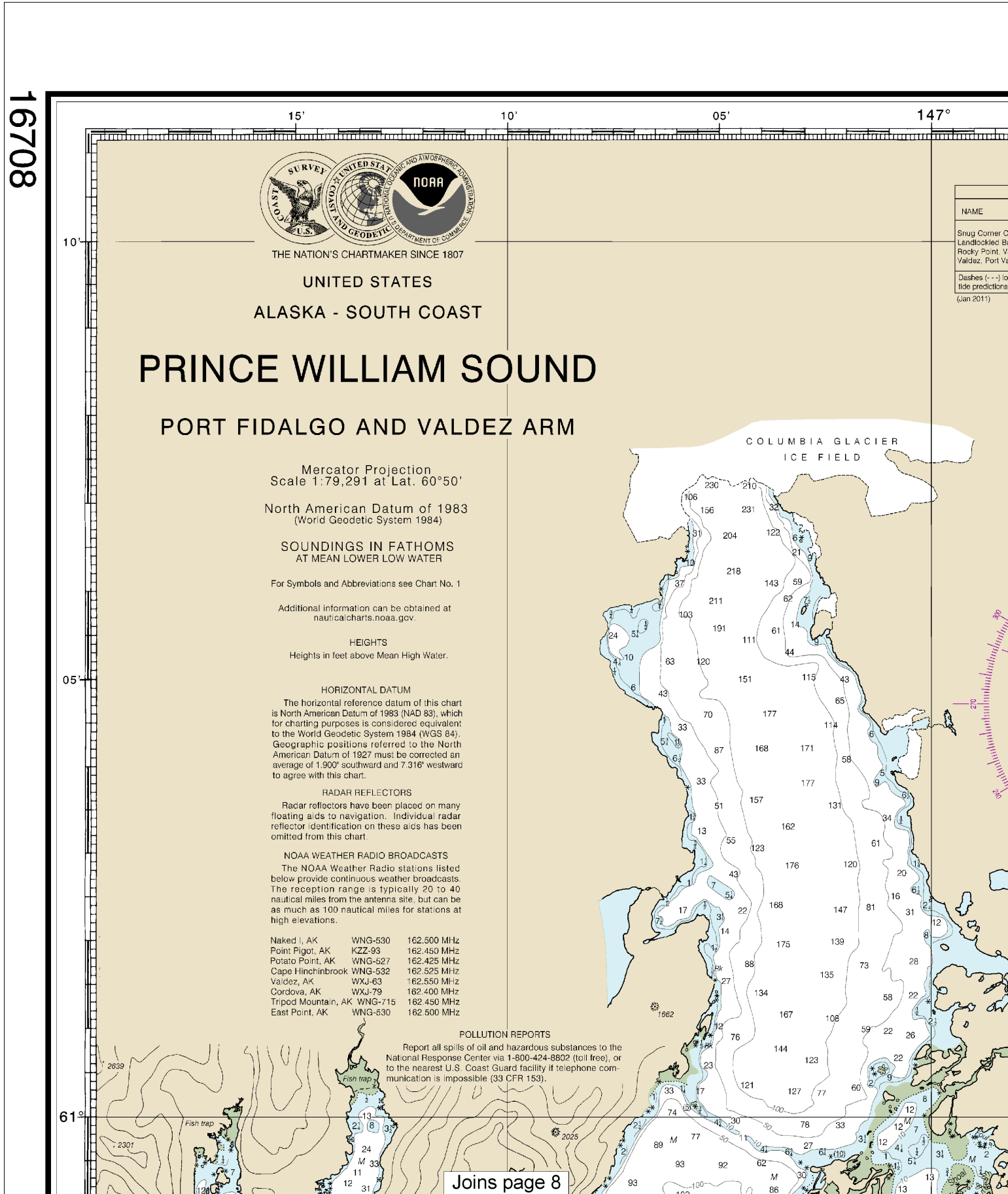
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

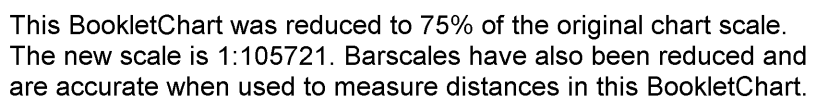


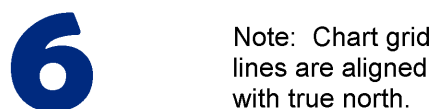
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

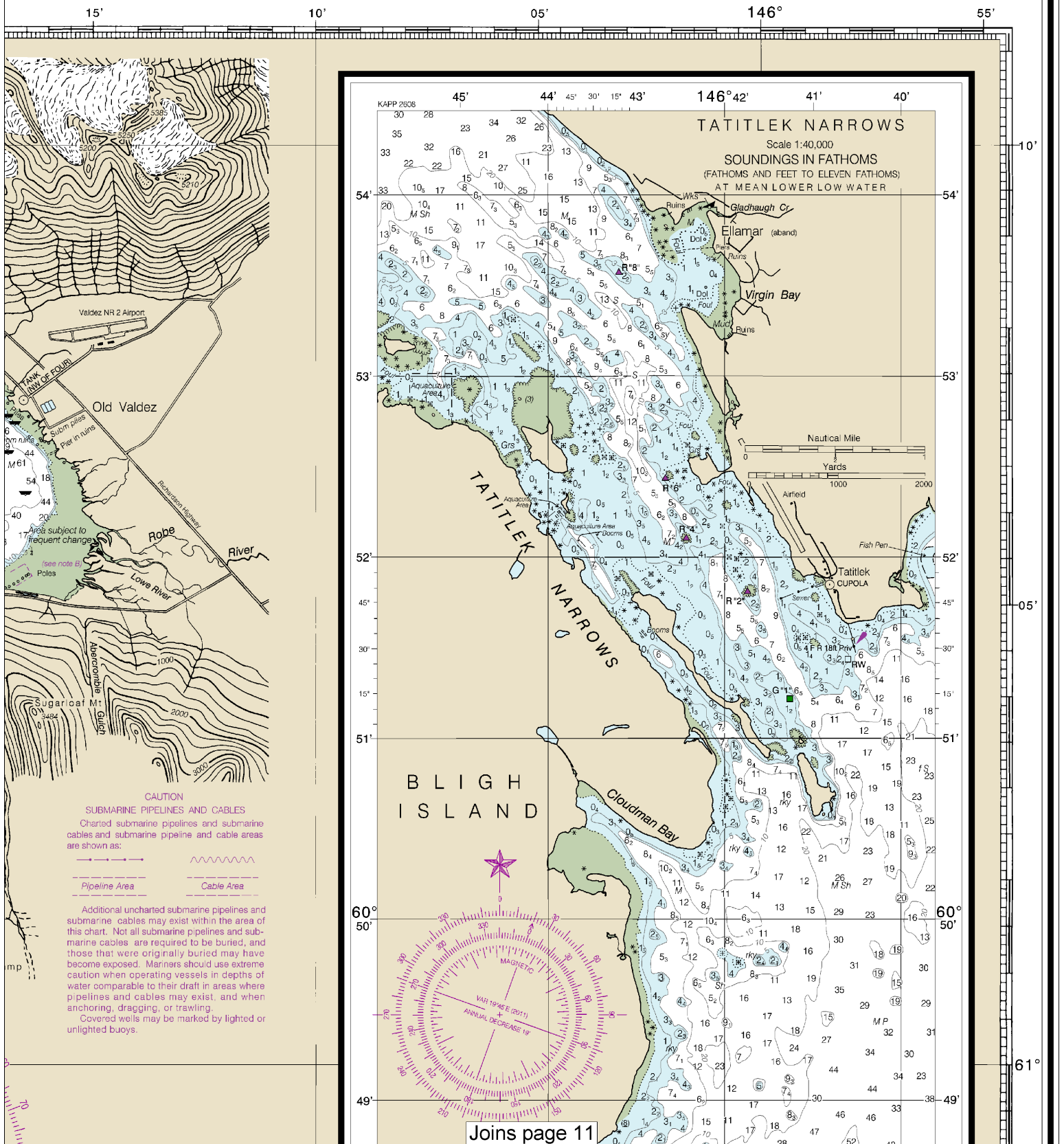


Note: Chart grid lines are aligned with true north.

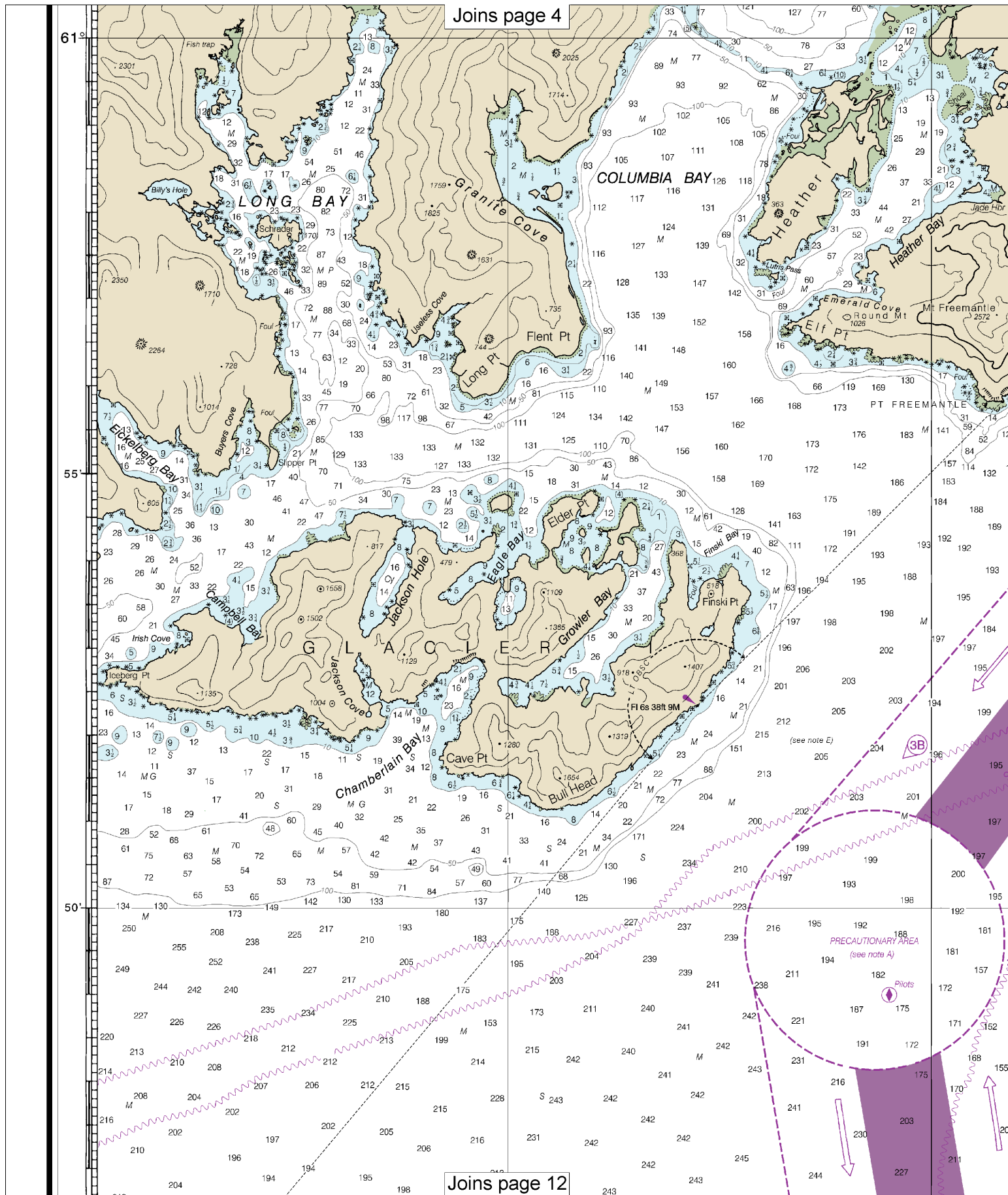


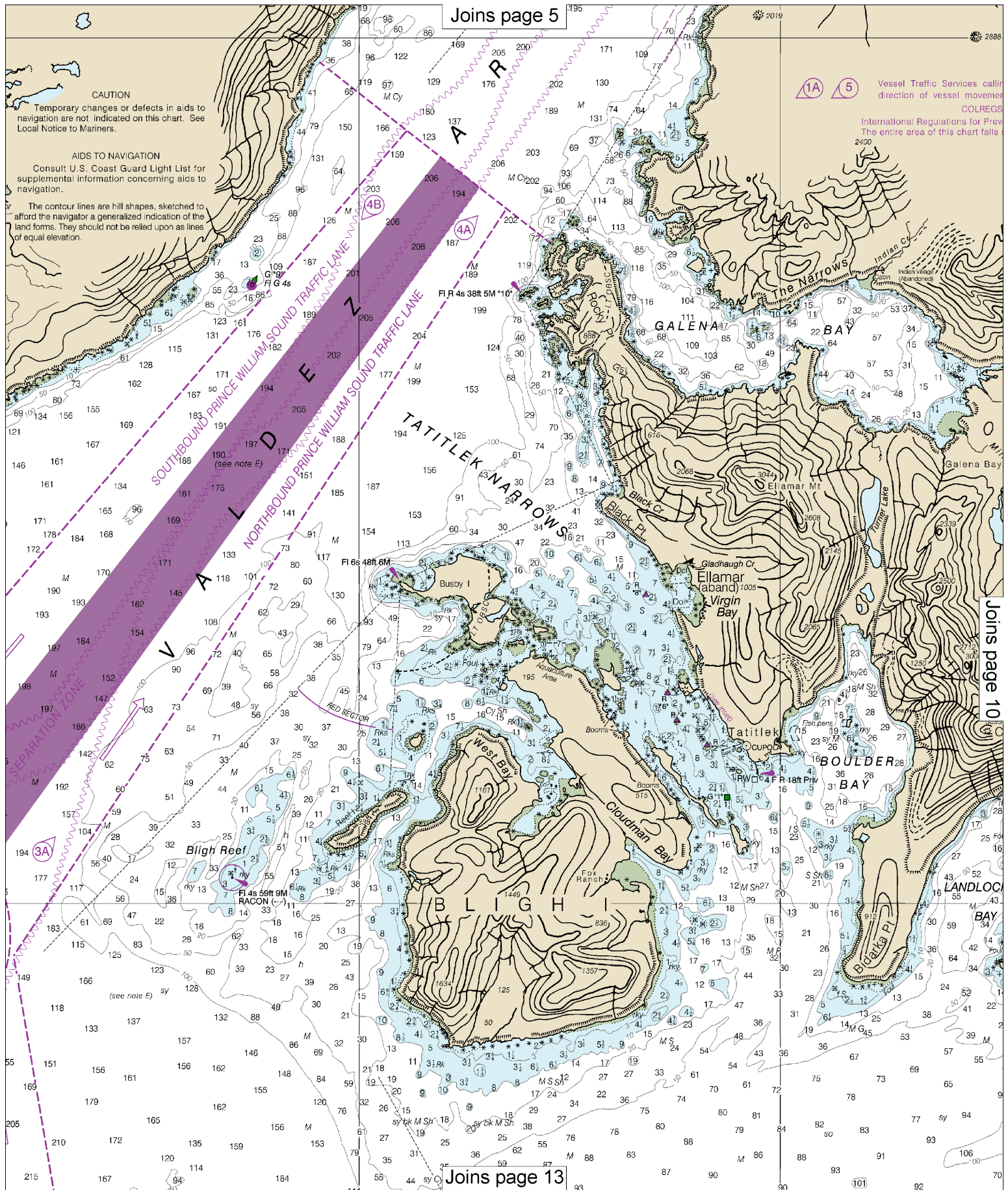


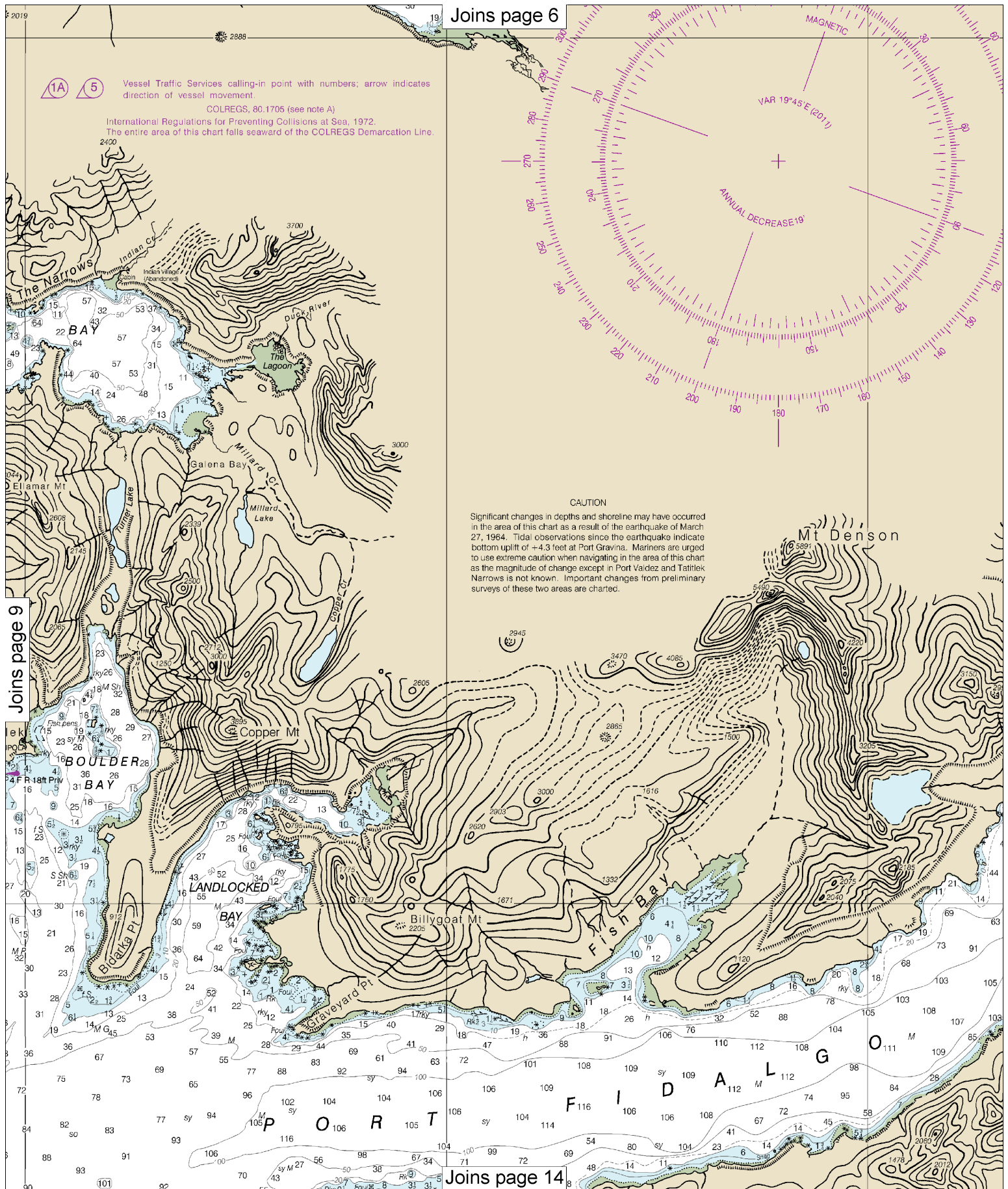
SOUNDINGS IN FATHOMS



Last Correction: 3/30/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

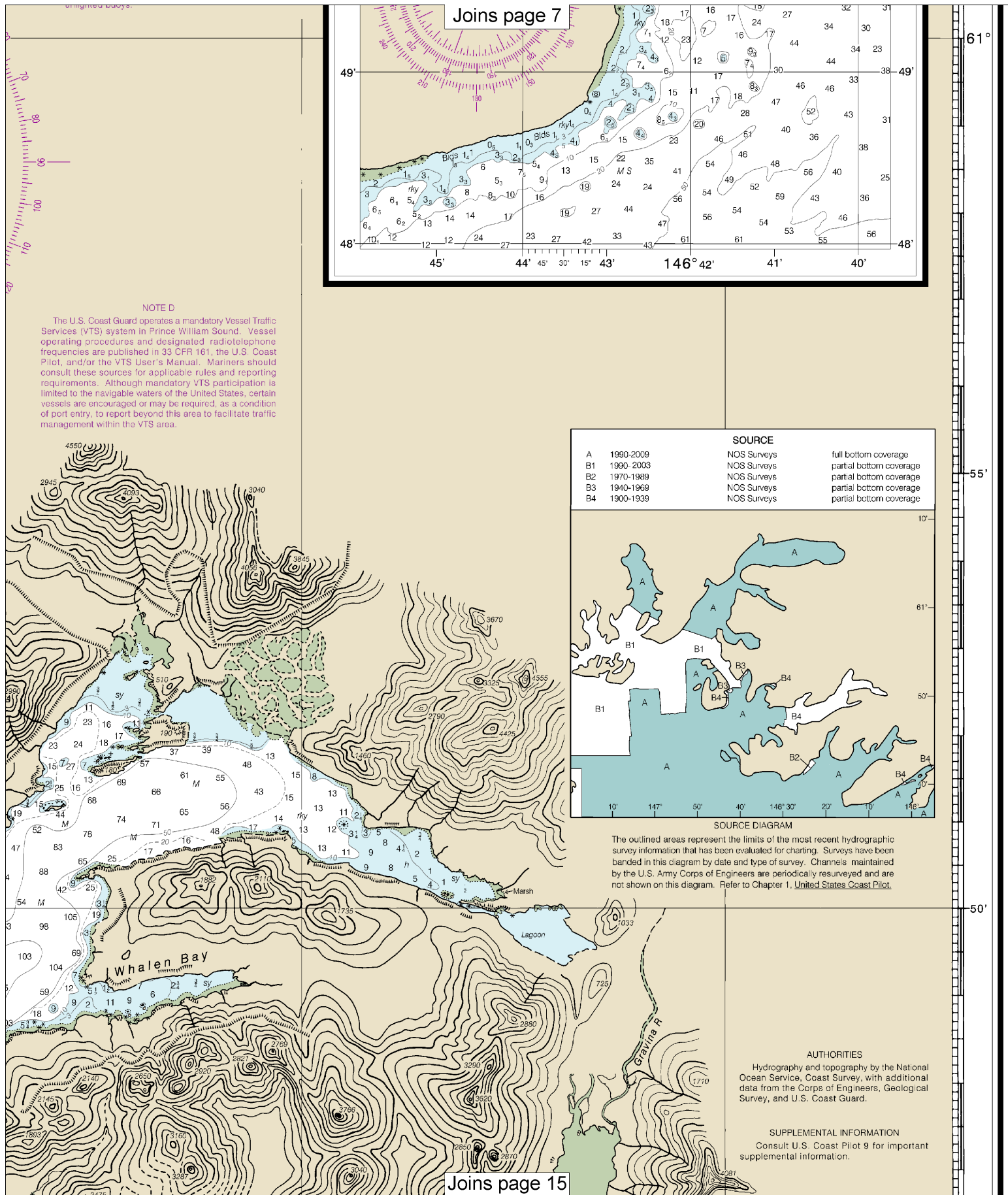


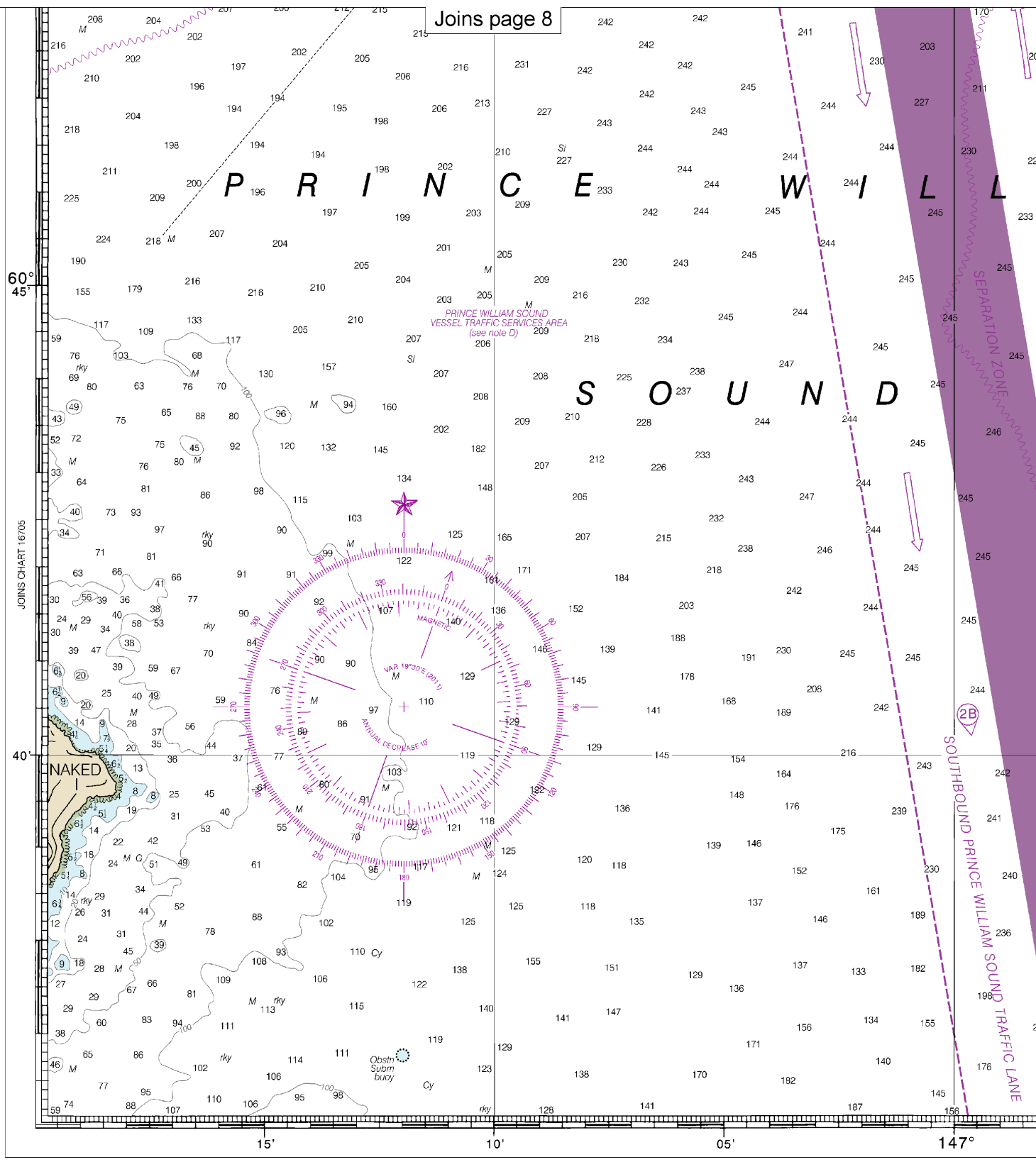




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Note: Chart grid lines are aligned with true north.





28th Ed., Mar. 2011

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CAUTION

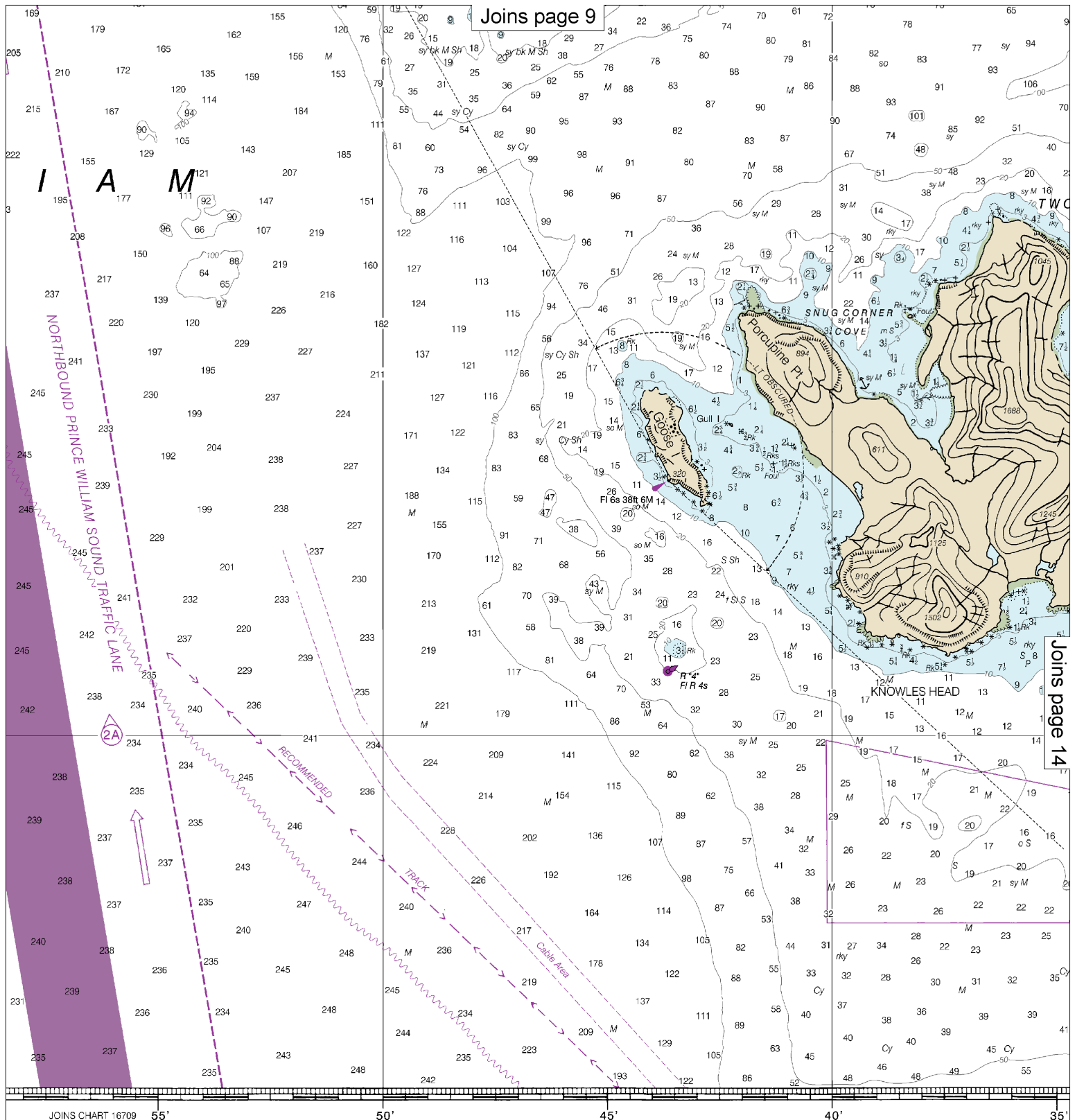
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or corrections about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>.

Last Correction: 3/30/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

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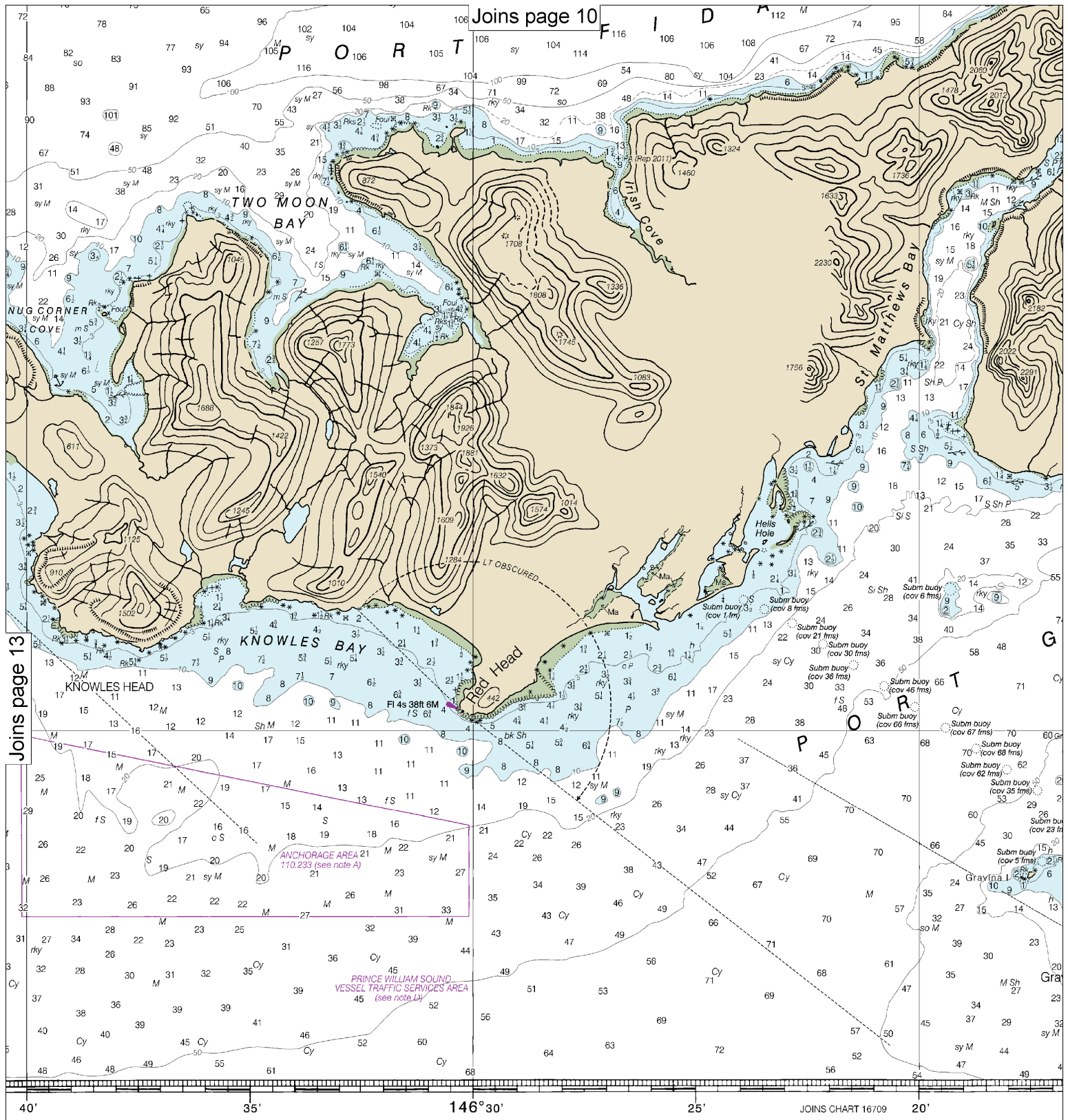
Note: Chart grid lines are aligned with true north.



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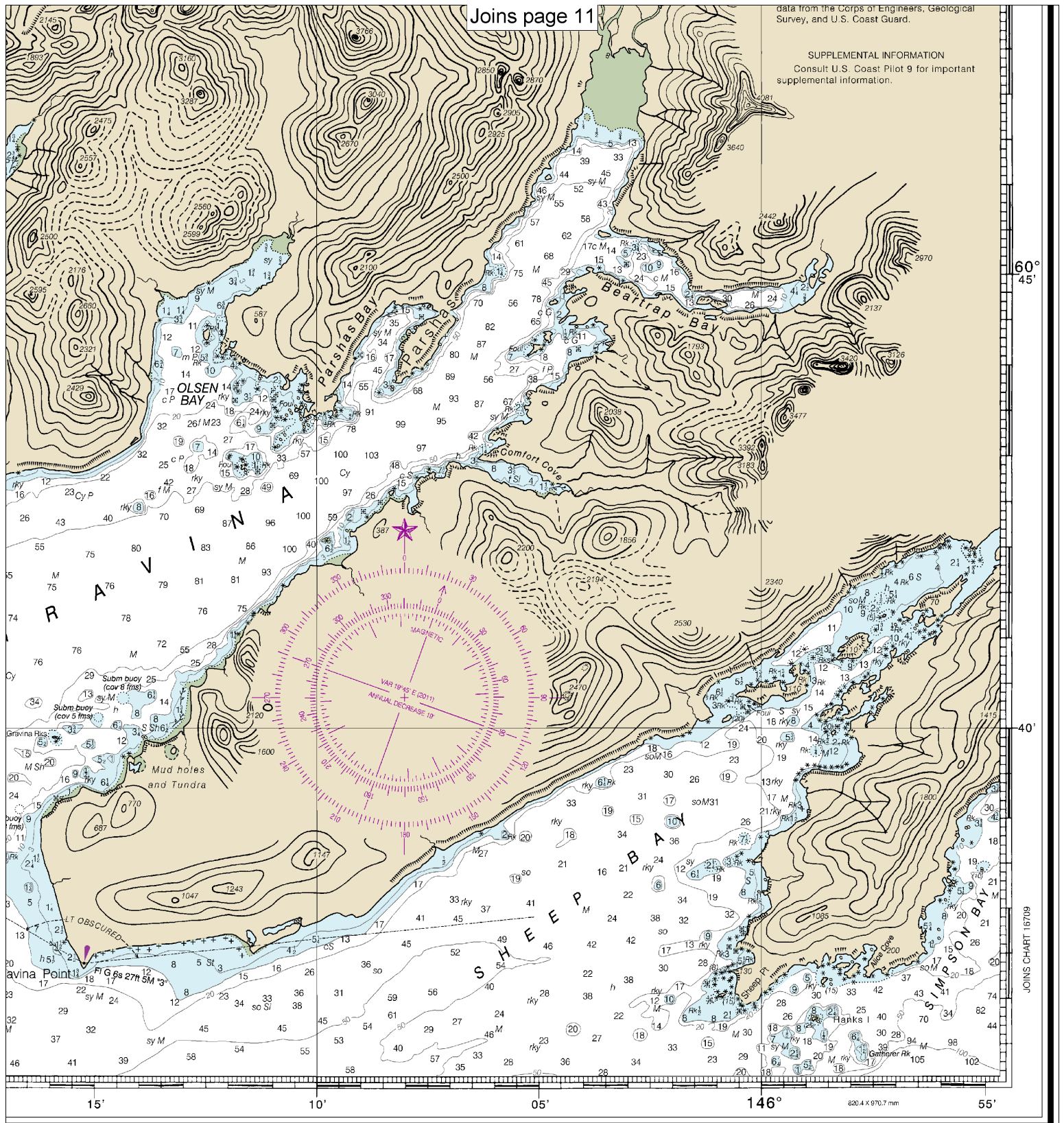
SOUNDINGS IN FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINIST
NATIONAL OCEAN SERVICE
COAST SURVEY



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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.



FATHOMS	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Port Fidalgo and Valdez Arm
SOUNDINGS IN FATHOMS - SCALE 1:79,291

16708



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.